



MAKING THE CONNECTION



Oakland Airport Connector (OAC)
Project Update & Industry Outreach
April 21, 2009

Welcome



- Welcome
- Sign-up lists
- Overflow Room
- Podcast, presentation and sign-up list posted at bart.gov website

What's this meeting about?



- Project Update
 - Why isn't this Project built yet?
 - What's changed?
- New Procurement Approach
 - Outline of Procurement Strategy & Schedule
 - DBE Program, Insurance
- Teaming Opportunity
 - Prime Civil Contractor & System Suppliers Intro's
- This is not a pre-proposal meeting

Key Project Partners



- BART Board Member - Carole Ward Allen
- MTC Deputy Director – Therese McMillan
- Oakland City Council Member - Larry Reid
- Oakland Airport Director – Steve Grossman



Project Refresher - from 10,000 Feet

- Seamless Connection to BART
- Competitive & reliable alternative to driving
- Increases Ridership on BART
- Reduce Traffic Congestion
- Support Oakland Airport Growth
- Create Local Jobs



Project Status - Shovel Ready



- Environmental studies done 2002
- Agreements & Right of Way essentially all done
- Previous procurement expired – Costs were up & Airport use is down
- Previously prequalified proposers/teams are not prequalified now
- Starting over with new procurement

What's changed?



- Cost and Competition Development
 - Scope Reductions at Stations
 - New developments in people mover suppliers
- Capital Cost Estimate
 - Total capital cost about \$386 - 416M
 - Also need reduced operations, maintenance and life cycle costs

What's Changed - Potential APM Technologies



Self Propelled

Maglev & Monorail

Cable

What's Changed - Estimated Project Costs



Capital Construction Cost	= \$386 - 416M
BART Spent to Date, Delivery & Contingency Cost	= <u>\$113M</u>
Project Capital Cost	≈ \$499-529M
Capitalized Interest	≈ <u>\$23M</u>
Total Project Cost	≈ \$522 – 552M

What's Changed - Funding!

Committed Public Funding

FTA P5	= \$25 M
Alameda County Transportation Improvement Agency	= \$89M
Port of Oakland (escalated)	= \$44 M
STIP (State Transportation Improvement Program)	= \$21M
Regional Measure 1 & 2 (Bridge Toll)	= <u>\$109M</u>
Total Committed Funding	= \$288M

Proposed Funding

* Federal Recovery and Reconstruction Act (ARRA)	= \$70M
Seismic under runs (MTC reallocated RM2 funds)	≈ \$50M
MTC State & Local Partnership Plan Funds (SLPP)	≈ \$20M
BART Debt Financing (TIFIA)	≈ <u>\$93 -123M</u>
Total Potential and Committed Funding	≈ \$522 - 552M

* Deadlines of June 30 Full Funding Plan, release RFP & December 31, 2009
Contract Award

Procurement



- Turnkey Project
- Design/Build & Operate Maintain (DBOM)

Procurement Design Build + Operate & Maintain Contracts



Construction Turnkey Contract (3 to 4 years)

- Engineering, procurement and installation of AGT system
- All design and construction of civil/systems infrastructure
- Testing and startup to revenue service
- Milestones payments by BART

Procurement

Design Build + Operate & Maintain Contracts



Operations and Maintenance (O&M) Contract (15+ years)

- Long-term operations & maintenance (including fare collection) of APM and related infrastructure
- Includes Capital asset renewal and preservation (CARP)
- Paid by meeting high availability (99.5%) requirements

Procurement Evaluation Features



- Prequalification Required
 - Potential Prime Contractor Team
 - Heavy civil, AGT provider, lead designer & O&M Provider
 - RFP/RFQ Issued concurrently
- Best Value Selection process
 - Approx 50% - Technical proposal
 - Approx 50% Financial - includes capital, O&M and CARP costs
 - Target for total affordable Project price \approx \$493M (NPV)

Office of Civil Rights



DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (DBE)

- BART Policy

Requirements of 49CFR Part 26 as amended

Ensure non discrimination

Create a level playing field

Office of Civil Rights



- **DBE Participation Goals**

- **Transit Vehicle Manufacturers (TVM)**

- **Categories of Work:**

- I Fixed Facilities and AGT Professional Services (No Goal)**

- Encouraged to take all necessary steps to provide equal opportunity for DBE s

- II Construction, including Trucking (TBD)**

- Must commit to meeting the DBE goal for construction, including trucking

- Monitoring during performance of the contract

- III Procurement of AGT Operating System Technology Major Subsystems, Except Vehicles (No Goal)**

- Encouraged to take all necessary steps to provide equal opportunity for DBE s

Office of Civil Rights



- California Unified Certification Program (CUCP)

DBEs must be certified under the CUCP

CUCP Database may be accessed @ www.dot.ca.gov/hq/bep/find or there is a link on BART web site @ www.bart.gov/ocr

- Counting DBE Participation

First-tier and Second-tier DBEs will count towards the goal

Submit DBE Subcontractor Designation Form

Name of DBE firm

Participation level

Type of work to be performed

Copy of subcontract with DBE

DBEs must be verified by BART

Office of Civil Rights



OPERATIONS AND MAINTENANCE (O & M)

Non-discrimination Program for Subcontractors

Availability Percentages

12% MBE

15% WBE

Questions regarding DBE requirements maybe directed to:

Linda Wells-Grogan

BART Office of Civil Rights

lwells@bart.gov

Introductions



Potential Primes & APM Provider Introductions

Procurement Schedule



Issue RFP /RFQ	May	2009
RFQ Due	July	2009
Proposals Due	Sept	2009
Contract Award	Nov	2009
NTP	Jan	2010
Revenue Service		2013

Q & A?



Thanks for your participation!

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